

Registration Date: 06-Dec-2013
Officer: Ian Hann

Applic. No: P/03483/024
Ward: Upton
Applic type: Major
13 week date: 7th March 2014

Applicant: Mr James Fasal, Warrant Investments Plc

Agent: Mr Henk Wieringa, Hives Architects LLP 46, Queens Road, Reading, RG1 4AU

Location: 305, HIGH STREET, SLOUGH, BERKS, SL1 1BD

Proposal: CONVERSION OF GROUND FLOOR TO CREATE 2 NO. UNITS FOR USE AS A1, A2, A3, A4 AND A5 WITH NEW SHOP FRONTS, DEMOLITION OF UPPER FLOORS AND ERECTION OF 4 NEW FLOORS TO BE USED AS 14 NO. FLATS (4NO. X ONE BEDROOM AND 10NO. X TWO BEDROOM) WITH ENTRANCE FROM HIGH STREET AND BIN AND CYCLE STORES TO SERVE ALL USES.

Recommendation: Delegated to Strategic Lead Planning Policy



1.0 SUMMARY OF RECOMMENDATION

- 1.1 Delegate the planning application to Strategic Lead Planning Policy for the consideration of outstanding consultations with statutory consultees, and final determination.
- 1.2 This application is to be determined by the Planning Committee as it forms a major development.

PART A: BACKGROUND

2.0 Proposal

- 2.1 Planning Permission is sought for the demolition of the existing upper stories of the existing building and erection of four new stories above the existing ground floor thereby creating a 5 storey building, to provide two commercial units at ground floor level and 14 no. flats on the upper floors (10 no. two bedroom flats, 4 no. one bedroom flats).
- 2.2 The proposed new upper floors extension would have a depth of 16.8m (11m at top floor) and a width of 18.3m and height of 11m from the top of the existing ground floor unit. The upper floors would be set back by 6.6m from the front elevation and the top floor set back a further 5.8m from this point so that it will not be visible from the High Street.
- 2.3 The proposed building would fill most of the site and allow for deliveries and servicing at the rear of the site. The building would change in appearance with the provision of a flat roof and new windows in the front and rear elevations.
- 2.4 Pedestrian access to the building would be provided from the front and the rear of the site from Grove Parade with the commercial units benefiting from their own entrances from High street.
- 2.5 The building would comprise:
 - 2 no. commercial units, entrance to the residential properties, cycle storage, bin storage and services at ground floor level;
 - 3 no. two bedroom flats and 1 no. one bedroom flat at first, second and third floor levels;
 - 1 no. two bedroom flat and 1 no. one bedroom flat at fourth floor level.
- 2.6 The flats would be accessed via a secure communal entrance and corridor at ground floor level leading to stair and lift access providing access between the levels. Access to the cycle and bin store for servicing would be via the front or rear access.
- 2.7 The flats on the first and fourth floors will benefit from roof terraces.

3.0 Application Site

- 3.1 The site is a rectangular site to the north of High Street. The site is 35m deep and the road frontage is 18.5m wide.
- 3.2 The site is currently occupied by a mid terrace three storey pitched roofed building with a vacant A4 (drinking establishment) use at ground and first floor level and two residential units on the top floor. There is an access road to the rear of the site.
- 3.3 The site is adjoined by two / three storey commercial/ residential buildings either side to the east and west, the service road with the rear of the royal mail sorting office at the rear of the site to the north and a mix of commercial and residential development on the opposite side of the High Street to the south

- 3.4 The site is located within the Slough Town Centre, forming a secondary shopping frontage and the Core Town Centre Area as defined in the proposals map for The Local Plan for Slough 2004.

4.0 Site History

- 4.1 Planning history with regards to application site has been related to advertisement consents and applications for variations of opening times and new frontages to the commercial element of the building.

5.0 Neighbour Notification

- 5.1 278-286, Flat 1-16 Regional House 278-286, 288, 290, 301, 303, 307, Flat 1, 307 309, High Street, Slough

Slough Telephone Exchange, Sorting Office, Wellington Street, Slough

A site notice has been displayed at the site and an advertisement placed in the local press regarding the application.

NO OBJECTIONS RECEIVED

6.0 Consultations

6.1 Highways and Transport

No comments received to date, Members will be updated on the amendment sheet.

6.2 Thames Valley Police Architectural Liaison

Although there are no police objections to this application there are still some concerns over the potential crime risk from its location within the town centre. Slough High Street does suffer from a high level of crime and anti social behaviour as can be expected in a large town centre.

Unnecessary Recesses – The front entrance door to the flats is recessed which could become a problem. The design of doorways and entrances onto the public realm is critical. Recessed doorways create litter traps, are often used as informal urinals and can be the location for all manner of other anti social behaviour. They are also set back from sight lines and CCTV camera vision. This recess should be removed by bringing the entrance door to the front of the building line.

Access Control - The communal entrances to the block should form a line of defence acting as a physical barrier to access for outsiders and in this case should be fitted with an access control system with an electronic lock release with audio and video verification linked to the flats.

Communal door entry systems prevent casual intrusion by offenders into the block, where they can break into unoccupied flats during the day without being seen and they also act as a line of defence against bogus callers.

It looks from the plans that there are mail boxes in the entrance corridor but it should be noted that the access control system should not be fitted with a tradesman button. Tradesman buttons are no longer acceptable and must not be used. These are now required to be operational for much of the day which negates the security benefit of the access control and leaves the flats very vulnerable to crime. The local Royal Mail sorting office will accept a fob to allow them access for mail delivery.

Key to the security of this development and the well being of residents will be the physical standard of the doors and windows. Safer Places – The Planning System and Crime Prevention highlights that crime and anti-social behaviour are more likely to occur if ‘ the target hardening measures, for example for doors, windows and gates, set out by Secured by Design, are not selected to be appropriate to the building and to the crime risk faced.’

The communal entrance doors, front and rear, and the individual flat doors should be security tested to BS PAS24 and any glazing should include a laminate pane.

These are the entry level security standards for the Secured by Design scheme. Continuing national research shows that Secured by Design developments suffer at least 50% less burglary, 25% less vehicle crime and 25% less criminal damage and help to provide safe and secure environments.

If this proposal is permitted on this site then I would request that consideration be given to imposing a condition on the applicant to ensure that it is built to the Secured by Design physical standards.

The following condition has previously been tested and approved by the Planning Inspector at appeal and is suggested as a template for this application:

Condition

No development shall commence until details of the measures to be incorporated into the development to demonstrate how compliance with Secured by Design Part 2 (physical security) will be achieved have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until the Council has acknowledged in writing that it has received writing confirmation of the Secured by Design Part 2 (physical security) being awarded.

Reason

In the interests of the safety, crime prevention and amenity of future occupiers of the development.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 National guidance

- National Planning Policy Framework

The NPPF states that unless material considerations dictate otherwise development proposals that accord with the development plan should be approved without delay. That planning should not act as an impediment to sustainable growth and should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. It also states that high quality design should be secured and a good standard of amenity for all existing and future occupants of land and buildings. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Local Development Framework, Core Strategy, Submission Document

- Core Policy 1 (Spatial Vision and Strategic Objectives for Slough)
- Core Policy 4 (Type of Housing)
- Core Policy 5 (Employment)
- Core Policy 6 (Retail, Leisure and Community Facilities)
- Core Policy 7 (Transport)
- Core Policy 8 (Sustainability & the Environment)
- Core Policy 10 (Infrastructure)

Adopted Local Plan for Slough

- H7 (Town Centre Housing)
- H14 (Amenity Space)
- EN1 (Standard of Design)
- T2 (Parking Restraint)

7.2 The planning considerations for this proposal are:

- Principle of use
- Design and impact on street scene and character of area
- Impact to neighbouring residential properties / relationships to neighbouring buildings
- Standard of accommodation for future residential occupiers
- Amenity Space
- Parking / Highway Safety

8.0 Principle of Use

8.1 The principle of a mixed use scheme and would comply with the NPPF in principle as it is a brownfield site and makes efficient use of a underutilised site and could be supported subject to the resolution of some fundamental issues such as scale, bulk and height of the development, design and environmental impacts that are considered in detail below.

8.2 Core Policy 6 of the Council's Core Strategy encourages retail uses within the existing Town Centre and the new remodelled commercial units that form a part of this scheme would be in keeping with this policy and would continue to provide retail units within the Town Centre.

8.3 Core Policy 4 of the Council's Core Strategy supports high density flatted development, such as that proposed within the Town Centre. Being a high density scheme in the town centre it will comply with Core Policies 1 and 4 of the Core Strategy. The proposals which represent a mixed use retail and housing scheme, comply with the principles of Policy H7 of the Adopted Local Plan which supports the principle of such schemes within the Town Centre Commercial Core Area.

8.4 This site is not a site that has been identified in the Councils Land Allocations Document. Although this in itself does not stop it from being developed it should be noted that the Council has overachieved the amount of housing required and therefore any proposals that come forward have to be in accordance with the Councils approved and adopted policies.

9.0 Design and impact on street scene and character of area

9.1 Design and external appearance is assessed against NPPF, Core Policy 8 and Local Plan Policy EN1.

9.2 The National Planning Policy Framework confirms the following:

"Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people" (para 56).

"Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment" (Para61).

"Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions" (Para 64).

“Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design (unless the concern relates to a designated heritage asset and the impact would cause material harm to the asset or its setting which is not outweighed by the proposal’s economic, social and environmental benefits.” (Para 65).

- 9.3 Core Policy 8 of the Core Strategy requires that, in terms of design, all development:
- a) Be of high quality design that is practical, attractive, safe, accessible and adaptable;
 - b) Respect its location and surroundings;
 - c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and
 - d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.
- 9.4 Policy EN1 of the adopted Local Plan states that development proposals are required to reflect a high standard of design and must be compatible with and/ or improve their surroundings in terms of scale, height, massing/ bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees; and relationship to watercourses.
- 9.5 While the properties neighbouring the application site have residential units above commercial units are generally three stories in height the proposed building has a new top floor set back from the front elevation by 1.2m and set behind an existing parapet wall. This results in the top floor not being highly visible from street level and giving the building an appearance of a three storey building and therefore more in keeping with the neighbouring attached building. The bulk of the building will be increased when viewed from the access road at the rear of the site. However the visible area of the bulk will again be in keeping with the attached building that has been extended in a similar manner and will not have a detrimental impact upon this service road or from the limited views of it from Wexham Road to the east. The proposed building is therefore considered to be in keeping with the character of the area in terms of its height and bulk.
- 9.6 The proposed building has been designed as a five storey flat / mansard roof building with upper floors being recessed back from the front elevation and the top flooring being even further recessed so that it is not visible from High Street. It is only this top floor which is taller than the existing building and with the appropriate recess will not result in the building looking any taller when viewed from street level. The recess of the building above the ground floor will be in keeping with the existing building and will ensure that the building will not look overly dominant within the street scene. The design of building will be in keeping with the flat roofed buildings in this area of the High Street one of which the applicant building is attached to. The appearance facing High Street will alter with the addition of windows and doors in the front elevations but will be in similar style to other buildings in the High Street and will not have a detrimental impact upon the character of the area. The design of the building will be in keeping with the rear of other buildings when viewed from the rear access road and will not have a detrimental impact upon the character of the area. The proposal will therefore incorporate an acceptable form of design within the street scene and the character of the area.
- 9.7 The building has been designed in a modern style using clean lines. The proposed fenestration will break up the mass of the building. The design is considered to be acceptable and not dissimilar to other schemes approved in the town centre. A condition

can be attached to any permission to ensure that some degree of control is maintained when it comes to selecting final materials.

- 9.8 The design and appearance is considered to be acceptable and is not considered to have a detrimental impact on the street scene or the character of the area.

10.0 Impact to neighbouring residential properties / relationships to neighbouring buildings

- 10.1 The impact on adjacent residential properties is assessed against the NPPF, Core Policy 8 and Local Plan Policy EN1.

- 10.2 The National Planning Policy Framework outlines the following:

“Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are that planning should ... always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (Para 17).

- 10.3 Core Policy 8 states “The design of all development within the existing residential areas should respect the amenities of adjoining occupiers and reflect the street scene and the local distinctiveness of the area ... Development shall not give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise”.

- 10.4 Policy EN1 of the Local Plan requires that “Development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of a) scale, b) height, c) massing/Bulk, d) layout, e) siting, f) building form and design, g) architectural style, h) materials, i) access points and servicing, j) visual impact, k) relationship to nearby properties, l) relationship to mature trees and m) relationship to water courses. These factors will be assessed in the context of each site and their immediate surroundings. Poor designs which are not in keeping with their surroundings and schemes which result in over-development of a site will be refused.”

- 10.5 The proposed upper floors of the building will be positioned so that they will be 11.8m shorter than the existing first floor element of the building and will therefore not be as deep when viewed from the neighbouring property and will not appear as overbearing. While the upper stories will project further than the current situation the application was accompanied with a daylight, sunlight and overshadowing assessment which confirms that all existing windows on properties and open spaces surrounding the proposed development passed the relevant BRE tests for daylight and sunlight so that the proposed development will not cause an adverse impact to daylight and sunlight access to surrounding properties and amenity areas. The neighbouring property at No. 307-309 has an amenity area that could be overlooked by the rear balcony but any issues of privacy can be overcome with appropriate screening, which can be secured by condition. There are no side facing windows that could result in any overlooking or loss of privacy. It is therefore considered that the neighbouring property will not be affected in terms of overbearingness. Loss of privacy or loss of light.

- 10.6 The proposed building will be sited directly opposite the residential and commercial properties over the opposite side of High Street and these proposals would not have a detrimental impact on these properties due to the generous separation distance between the properties.

- 10.7 Opposite the rear of the site is the royal mail sorting office and telephone exchange and the

proposals will not have any detrimental impact on these sites.

- 10.8 It is therefore considered that the proposals would not have a detrimental impact on the living conditions of the existing occupants of the adjoining residential properties in accordance with NPPF, Core Policy 8 and Local Plan Policy EN1.

11.0 Standard of accommodation for future residential occupiers

- 11.1 The standard of accommodation for future residential occupiers is assessed against the NPPF and Core Policy 8.

- 11.2 The National Planning Policy Framework states that following with regards to impact upon the amenity of future occupiers:

“Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life, including (but not limited to):

- making it easier for jobs to be created in cities, towns and villages;
- moving from a net loss of bio-diversity to achieving net gains for nature;⁶
- replacing poor design with better design;
- improving the conditions in which people live, work, travel and take leisure and
- widening the choice of high quality homes.” (Para 9).

“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people” (para 56).

“Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.” (Para 73).

- 11.3 Core Policy 8 states “All development will: a) Be of a high quality design that is practical, attractive, safe, accessible and adaptable; b) Respect its location and surroundings; c) Provide appropriate public space, amenity space and landscaping as an integral part of the design....
- 11.4 The Council’s approved Guidelines for Provision for flat conversions, 1992 requires a minimum room size for the type of development proposed. Although these guidelines relate to conversions of flats they do provide a guide for new build development, such as proposed in this application. The guidelines state that living areas (sitting and dining) for 1 bed room flats requires an area of 14.86m², kitchen areas require 5.57m and bedrooms require 11.14m² and for 2 bedroom flats living areas require an area of 16.72m², kitchen areas require 5.57m and bedrooms require 11.14m² and 6.5m². The rooms for the proposed buildings comply with the guidelines apart from two of the living areas which have a shortfall of 3.81m² , therefore ensuring that the rooms are of suitable size for the proposed uses.
- 11.5 The lounge / kitchen and bedroom areas face out from the front and the rear of the building will obtain a good degree of daylight and out look therefore providing a good degree of amenity for future occupiers.
- 11.6 The layout of the proposed development is acceptable in the form that the commercial elements of the building will benefit from a separate entrance to the residential elements of the building.
- 11.7 The development will allow for a satisfactory standard of living conditions for the future.

12.0 Amenity Space

- 12.1 Amenity space criteria is assessed against the NPPF and Local Plan Policy H14.
- 12.2 The NPPF states that “Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.” (Para 73).
- 12.3 Policy H14 of the Adopted Local Plan states that development will only be allowed with the provision of the appropriate amount of private amenity space with due consideration given for type and size of the dwelling, quality of the proposed amenity space, character of the surrounding area in terms of type and size of amenity space and the proximity to existing public open space and play facilities. This policy goes further to say that in smaller schemes, such as one bedroom flats, demand for real gardens is not so strong.
- 12.4 This scheme proposes 9 of the 14 flats with no real usable amenity area. Although not ideal it would not form a basis for refusal of the application as the site is within a Town Centre location where there is very limited private amenity space and is in close reach to publicly accessible amenity areas, such as at the High Street / Yew Tree Road junction or Upton Park slightly further afield.
- 12.5 The proposal is considered to be in accordance with guidance given in NPPF1, and Policy H14 of the Adopted Local Plan in terms of amenity space requirements.

13.0 Traffic and Highways

- 13.1 The relevant policies in terms of assessing traffic and highway impacts are NPPF, Core Policy 7, Local Plan Policy T2 and the adopted parking standards.

- 13.2 The NPPF states that :

“Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

- 13.3 Core Policy 7 (Transport) seeks to ensure that all new developments are sustainable, located in accessible locations and hence reduces the need to travel. It requires that development proposals

will, either individually or collectively, have to make appropriate provisions for:

- Reducing the need to travel;
- Widening travel choices and making travel by sustainable means of transport more attractive than the private car;
- Improving road safety; and
- Improving air quality and reducing the impact of travel upon the environment, in particular climate change.

- 13.4 Local Plan Policy T2 requires residential development to provide a level of parking appropriate to its location and overcome road safety problems while protecting the amenities of adjoining residents and the visual amenities of the area.
- 13.5 The applicant is not required to provide any parking spaces for this development, which is consistent with Policy T2 in the Slough Local Plan. As the development is located in a sustainable location in close proximity to the railway station, bus station and other facilities, including 24 hour car parks, there is no objection in principle to the development providing no parking.
- 13.6 With this development a car free development, it is vital to ensure that high quality cycle parking provision is included. The application proposes an area accessed from the front or rear of the building for the storage of bicycles relating the residential element of the property and this are should store a minimum of 14 cycles with an additional 4 spaces for the commercial units and can be secured via condition to meet the Council's Cycle Parking Standards as set out in the Developer's Guide Part 3, Section 7.
- 13.7 It should be noted that the ground floor of the building occupies almost all of the site and while there is no defined area for service vehicles to pull in from the service road and that the building is situated on an area that is sort for road widening it would not be feasible to either have provision for on site servicing or to obtain land for road widening where this is an existing situation.
- 13.8 The proposal is considered to comply with Core Policy 7 of the Local Development Framework Core Strategy and Policy T2 of the Adopted Local Plan.

14.0 Summary and Conclusions

- 14.1 Having considered the policy background and the comments from neighbours and consultees it is recommended that the proposals are considered acceptable in principle. It is therefore recommended that the application be delegated to the Strategic Lead Planning Policy for resolution of outstanding design matters, finalising conditions and final determination.

15.0 PART C: RECOMMENDATION

- 15.1 Delegate the planning application to Strategic Lead Planning Policy for the consideration of outstanding consultations with statutory consultees, and final determination.

16.0 PART D: LIST OF CONDITIONS AND INFORMATIVES

CONDITIONS

1. The development hereby permitted shall be commenced within three years from the date of this permission.

REASON To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to

comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved by the Local Planning Authority:

- (a) Drawing Number: 2573 012 P1 Dated: 19/08/2013 Received: 29/11/2013
- (b) Drawing Number: 2573 010 B Dated: 17/07/2013 Received: 29/11/2013
- (c) Drawing Number: 2573 100 P1 Dated: 17/07/2013 Received: 29/11/2013
- (d) Drawing Number: 2573 015 P1 Dated: 26/11/2013 Received: 29/11/2013
- (e) Drawing Number: 2573 120 P1 Dated: 17/07/2013 Received: 29/11/2013

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the policies in The Local Plan for Slough 2004.

3. Samples of external materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site. The development shall be implemented in accordance with the approved details.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality.

4. No window(s), shall be formed in the flank elevations of the development as shown on the deposited plans hereby approved without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties.

5. No development shall be begun until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

REASON To provide sufficient infrastructure to allow convenient and accessible cycle parking to be provided on site to comply with the requirements of the Local Plan.

6. No development shall commence until details of the refuse and recycling storage and collection facilities for the development (to include bin sizes and location, and access arrangements including access gates and crossovers) have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

REASON In the interests of visual amenity of the site.

7. Prior to the commencement of works on site a strategy for the management of construction traffic to and from the site together with details of parking/ waiting for demolition/ construction site staff and for delivery vehicles shall be submitted to and approved in writing by the Local Planning Authority.

REASON In the interests of amenity of nearby residents and so as not to prejudice the free flow of traffic along the neighbouring highway or in surrounding residential streets.

8. For the duration of demolition and construction works measures shall be taken to prevent the formation and spread of dust in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority.

REASON To safeguard the amenities of neighbouring occupiers.

9. For the period of demolition and construction, works which are audible at the site boundary shall only be carried out between the hours of 8.00 and 18.00 Monday to Friday, on Saturdays between the hours of 8.00 and 13.00 and at no time on Sundays or Bank Holidays.

REASON To safeguard the amenities of neighbouring occupiers.

10. During the construction phase of the development hereby permitted, there shall be no deliveries to the site outside the hours of 08.00 hours to 18.00 hours Mondays - Fridays, 08.00 hours - 13.00 hours on Saturdays and at no time on Sundays and Bank/Public Holidays.

REASON To protect the amenity of residents within the vicinity of the site.

11. No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of demolition and construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
 - (i) control of noise
 - (ii) control of dust, smell and other effluvia
 - (iii) control of surface water run off
 - (iv) site security arrangements including hoardings
 - (v) proposed method of piling for foundations
 - (vi) construction and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.

The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.

REASON In the interests of the amenities of the area.

12. No development shall take place until details in respect of measures to:

- (a) Minimise, re-use and re-cycle waste, including materials and waste arising from demolition;
 - (b) Minimise the pollution potential of unavoidable waste;
 - (c) Dispose of unavoidable waste in an environmentally acceptable manner;
 - (d) Have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented during the course of building operations and the subsequent use of the buildings.

REASON In the interests of the amenities of the area.

13. No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of the amenities of the area and to comply with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, Submission Document, November 2007.

14. There shall be no access to the roof other than for maintenance purposes at any time.

REASON In the interests of local residential amenity.

15. All development shall occur in accordance with Daylight and Sunlight and Overshadowing Assessment by XCO2 Energy dated 27th November 2013.

REASON In the interests of the amenity of the area and accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

16. No development shall commence until details of the screening between terraces, balconies and gardens (to include siting, design and external materials) have been submitted to and approved in writing by the Local Planning Authority. The approved screens shall be completed prior to first occupation of the development and retained at all times.

REASON In the interests of visual amenity of the site in accordance with Policy EN 1 of The Local Plan for Slough 2004.

17. No development shall commence until details of the measures to be incorporated into the development to demonstrate how compliance with Secured by Design Part 2 (physical security) will be achieved have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until the Council has acknowledged in writing that it has received writing confirmation of the Secured by Design Part 2 (physical security) being awarded.

Reason: In the interests of the safety, crime prevention and amenity of future occupiers of the development.

18. The development shall not begin until a scheme for acoustic treatment to ensure suitable noise insulation of the new units has been submitted to and approved in writing by the Local Planning Authority. All works that form part of the scheme shall be completed before the flats are occupied.

REASON To ensure adequate internal noise levels are achieved for the amenity of future occupiers

19. The ground floor premises shall only be used for class A1, A2, A3, A4 or A5 as defined in the Town and Country Planning (Use Classes) Order 1987, and in any statutory instrument revoking or re-enacting that order.

REASON In order protect the amenities of the area and to comply with Policy S1 of The Adopted Local Plan for Slough 2004.

INFORMATIVES

1. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through pre application discussions. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.